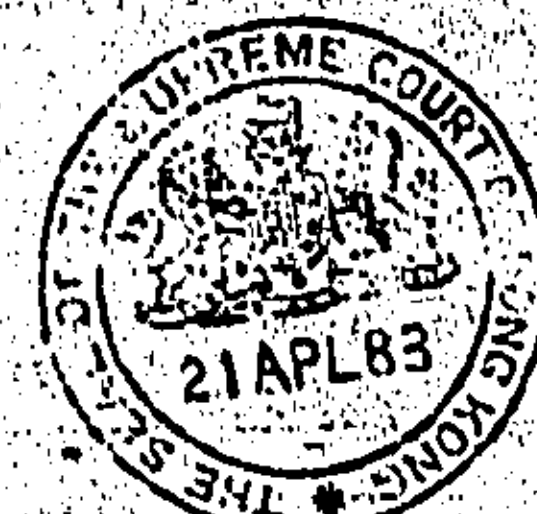


# The Hongkong Telegraph.



No. 382.

FRIDAY, APRIL 20, 1883.

SIX DOLLARS PER QUARTER.

## For Sale.

**PIANOFORTES.**  
LANE, CRAWFORD & Co. have been appointed AGENTS in Hongkong for the Sale of the  
**PIANOFORTES**  
MANUFACTURED BY  
BROADWOOD, COLLARD & COLLARD, and CHAPPELL, of London, and they have on view, for Sale or Hire, a Large Selection of various Styles,  
Comprising—  
A BROADWOOD'S CONCERT GRAND, COTTAGE GRANDS, SHORT-GRANDS, COTTAGE PIANOS AND PIANINOS,  
made expressly for this Climate.

They have also for Sale CHAPPELL'S Latest MUSIC, including "IOLANDE," GILBERT and SULLIVAN'S Latest OPERA  
PIANOS tuned and kept in thorough Repair by an experienced TUNER from Messrs. BROADWOOD & SON'S.  
Hongkong, 18th April, 1883. [296]

## Insurances.

### GENERAL NOTICE.

**THE ON TAI INSURANCE COMPANY, (LIMITED).**  
CAPITAL TAELS 600,000, EQUAL \$313,333.33.  
RESERVE FUND.....\$70,858.27.

**BOARD OF DIRECTORS.**  
LEE SING, Esq.,.....LEE YAT LAU, Esq.,  
LO YOK MOON, Esq.,.....CHU CHIK NUNG, Esq.,  
MANAGER.—HO AMEL.  
MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 1st September, 1882. [601]

**YANGTZE INSURANCE ASSOCIATION.**  
CAPITAL (Fully Paid-up).....Tls. 420,000.00  
PERMANENT RESERVE.....Tls. 230,000.00  
SPECIAL RESERVE FUND.....Tls. 290,553.95  
TOTAL CAPITAL and ACCUMULATIONS, 8th May, 1882.....Tls. 940,553.95

**DIRECTORS.**  
H. DE C. FORBES, Esq., Chairman.  
J. B. PINKVOSS, Esq., Wm. MEYERINK, Esq.,  
A. M. INVERKYLE, Esq., G. H. WHEELER, Esq.,  
HEAD OFFICE.—SHANGHAI.  
Messrs. RUSSELL & Co., Secretaries.  
LONDON BRANCH.  
Messrs. BARRING BROTHERS & Co., Bankers.  
RICHARD BLACKWELL, Esq., Agent,  
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.  
Subject to a charge of 12 per cent. for interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co., Agents.  
Hongkong, 23rd January, 1883. [83]

THE UNDERSIGNED have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.  
ARNHOLD, KARBURG & CO.  
Hongkong, 15th June, 1881.

**RECORD OF AMERICAN AND FOREIGN SHIPPING.**  
Agents.  
ARNHOLD, KARBURG & CO.  
Hongkong, 15th June, 1881. [457]

**NOTICE.**  
THE MAN ON INSURANCE COMPANY, LIMITED.  
(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c., Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.  
HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1882. [106]

## Notices of Firms.

### NOTICE.

#### VICTORIA DISPENSARY.

DURING my absence Mr. STEWART MUNN McLEISH will Sign my Name for Procuration.  
WM. CRICKSHANK.  
Hongkong, 26th March, 1883. [232]

### NOTICE.

CAPTAIN G. C. ANDERSON will act as SURVEYOR for the BUREAU VERITAS at this Port until further notice.  
ROBT. MCMURDO.  
Hongkong, 1st April, 1883. [282]

### NOTICE.

THE Power given to Mr. T. C. WILLIAMSON to Sign our Firms' names on the 1st instant.  
ADAMSON, BELL & Co.  
Hongkong, 10th April, 1883. [129]

## Auctions.

### PUBLIC AUCTION.

HOUSES IN BONHAM STRAND AND JERVOIS STREET.

THE UNDERSIGNED has received instructions to Sell by Public Auction, on  
**TUESDAY,**  
the 24th day of April, 1883, on the Premises, at THREE P.M.—

All those PIECES or PARCELS of GROUND Registered in the Land Office as MARINE LOTS Nos. 28A and 144.  
Together with the 8 HOUSES erected thereon, Nos. 79 and 81, Jervois Street, Nos. 10, 12, 24, and 26, Burd's Lane, Nos. 52 and 54, Bonham Strand.  
The above will be sold in 2 Lots.  
For Particulars and Conditions, apply to  
J. M. GUEDES,  
Auctioneer.  
Hongkong, 14th April, 1883. [288]

### FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions from R. G. ALFORD, Esq., to Sell by Public Auction, at his Residence No. 5, West Terrace, on  
**MONDAY,**  
the 30th instant, at 2.30 P.M.

HIS HOUSEHOLD FURNITURE,  
Comprising—  
EBONIZED DRAWING ROOM CHAIRS, COUCHES and TABLES; CARPETS, CURTAINS, MIRRORS, DINING TABLE, SIDEBOARD, CROCKERY and GLASS-WARE, IRON BEDSTEDS and MATTRESSES, WARDROBES, CHEST OF DRAWERS, TOILET GLASSES, DRESSING TABLES, &c., &c.  
Also,  
A COTTAGE PIANO by LUNAN of LUBECK.  
Catalogues will be issued and the Furniture will be on view the day previous to the Sale.  
TERMS.—Cash.  
LANE, CRAWFORD & Co., Auctioneers.  
Hongkong, 19th April, 1883. [308]

## To be Let.

### TO LET.

FOR ONE YEAR from June next, the New BUNGALOW at the PEAK on R. B. Lot 20, now roofed in and nearly completed, the property of Mr. J. ENSTON SQUIER.  
For all information, apply to  
R. G. ALFORD,  
Surveyor, &c.  
Queen's Road,  
Hongkong, 19th April, 1883. [307]

### TO LET.

**No. 4, OLD BAILEY STREET.**  
No. 6, QUEEN'S ROAD, EAST, SHIP COMPANY.  
No. 7, GARDEN ROAD (at present occupied by Messrs. DEETJEN & Co., and will be vacant on the 30th June next).  
No. 25A, PRAYA CENTRAL.  
Apply to  
DAVID SASSOON, SONS & Co.  
Hongkong, 10th April, 1883. [7]

### TO LET.

A TWO STOREY HOUSE (6 Rooms) with GARDEN in Mosque Junction. The above has Gas and Water laid on; and immediate possession can be had.  
For Particulars apply to  
D. NOWROJEE,  
Hongkong Hotel.  
Hongkong, 6th April, 1883. [18]

## Intimations.

### GOVERNMENT NOTIFICATION.

IT is proposed to appoint a CHINESE ACCOUNTANT to the Supreme Court. Candidates are required to possess a thorough knowledge of Chinese Book-keeping and Accounts, and to be able to report thereon. A knowledge of English, sufficient to enable the holder of the Office to make reports in that language, would be considered an important qualification.  
Applications, together with testimonials as to fitness and character from Public Officers, Merchants, or some of the principal Chinese Inhabitants, to be forwarded to the Colonial Secretary's Office on or before the 24th instant.

By Command, W. H. MARSH, Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 19th April, 1883. [310]

### HONGKONG HOTEL COMPANY, LIMITED.

#### NOTICE TO SHOPKEEPERS AND OTHERS.

THE DIRECTORS are prepared to let for a term not exceeding FIVE YEARS (after completion) SIX HANDSOME SHOPS on the Basement of the Hotel Building.  
For further particulars, apply to  
LOUIS HAUSCHILD, Secretary.  
Hongkong, 17th April, 1883. [296]

### THE CHINESE INSURANCE COMPANY, LIMITED.

#### NOTICE.

NOTICE is hereby given that ORIGINAL SHIP CERTIFICATE No. 1271, dated 18th June, 1880, for THREE SHARES in the above Company, standing in the name of REUBEN SOLOMON, has been "LOST," and should the same not be produced before the 6th May next, duplicate thereof will be issued to REUBEN SOLOMON, and no transaction taking place under the said ORIGINAL SHIP CERTIFICATE No. 1271, will be recognized by the Company.  
By Order, D. McLAURIN, Acting Secretary.  
Hongkong, 10th April, 1883. [174]

## Intimations.

### SAYLE & CO.'S SHOWROOMS.

## SAYLE & CO.

### NEW SPRING GOODS.

#### EX S.S. "GLENCOE."

WHITE DRESS MATERIALS.  
CREAM DRESS MATERIALS.  
NUNS' VEILINGS in every Color.  
SUMMER BEIGES in every Color.  
GALATEAS for Boys' Washing Suits.  
WHITE INDIA MUSLINS.  
MULL CORD MUSLINS.  
WHITE VICTORIA LAWNS.  
BLACK and COLORED SUNSHADES.  
LADIES' PATENT LEATHER SLIPPERS.  
LADIES' & CHILDREN'S BOOTS & SHOES.

#### EX S.S. "GLENOGLE."

New Patterns in POMPADOIR SATEENS.  
Plain Colored SATEENS in every Shade.  
FRENCH PERCALES in every Pattern.  
Specialties in ZEPHYR CHECKS.  
CANVAS CORSETS for Summer Wear.  
SUMMER PAJAMAH FLANNELS.  
Novelties in LADIES' SILK UMBRELLAS.  
Trimmed & Untrimmed HATS & BONNETS.  
Choice Selection of FLOWERS.  
OSTRICH TIPS & FLATS in Light Colours.  
INKSTANDS in Great Variety.

A LIBERAL DISCOUNT FOR CASH.  
**SAYLE & CO.,**  
VICTORIA EXCHANGE, HONGKONG. [249]

## W. BREWER.

### HAS JUST RECEIVED.

MY QUEEN WALTZ.  
VIOLETTES WALTZ.  
LE PREMIER PAS POLKA.  
ALL WALTZES OF THE WALTZES.

SWEETHEARTS' WALTZ.  
OFFICERS' WALTZ.  
TRUE TILL DEATH SONG.  
CRAMER'S DANCE ALBUMS.

### NEW BOOKS.

BADERS TRAVELS IN WESTERN CHINA.  
MAX MUELLER'S INDIA.  
CLANES LECTURES ON ART.  
NEW PARLIAMENTARY BLUE BOOKS ON CHINA.  
LECKY'S WRINKLES IN NAVIGATION.  
PARALLEL NEW TESTAMENTS.  
THE AUSTRALIANS IN ENGLAND.  
LANDELL'S THROUGH-SIBERIA.  
GLAZEBROOK'S PHYSICAL OPTICS.  
THE AGE OF FIRE AND GRAVEL BY DONNELLY.  
SEDDGWICK'S LIGHT.  
GALIC PROVERBS.  
FOREIGN OFFICE LIST.

SWINBURNE'S POEMS AND BALLADS.  
PROCTOR'S LEISURE READINGS.  
CASSELL'S DICTIONARY OF COOKERY.  
MARKHAM'S WAR BETWEEN PERU AND CHILI.  
COAN'S LIFE IN HAWAII.  
OSWALD'S ZOOLOGICAL STUDIES.  
GRIFFITH'S COREA.  
BONWICK'S PORT PHILLIP SETTLEMENT.  
NEW SYSTEMS OF LEARNING LANGUAGES.  
ARTISTS' GOODS IN GREAT VARIETY.  
BEZIQUE AND SQUEEZER PLAYING CARDS.

### NEW FANCY GOODS.

**W. BREWER,**  
QUEEN'S ROAD. [703]

## KELLY & WALSH'S NEW AND POPULAR MUSIC.

### SONGS.

Some Day.....M. Wellings.  
The Romya Lass.....Stephen Adams.  
Moo Dances.....Stephen Adams.  
In a Quiet Old Village.....A. S. Gatty.  
Going to Market.....L. Diehl.  
O Strange and Sweet.....Nessler.  
When I was young.....Nessler.  
Woman's Love and Kisses.....Nessler.  
The Bride O' Deal.....Kinross.  
King Henry's Song.....A. Sullivan.  
The Bell-Ringer.....Nessler.  
Thine Image only.....Stephen Adams.  
Sprung a Leak.....Caldicott.  
A Song of the Desert.....Lonasil.  
The Bird and the Cross.....Molloy.  
Three Merry Men.....Molloy.  
A Weathercock.....Seymour Smith.  
Ould Ireland So Green.....Forman.  
Love's Secret.....Sung by Mrs. Langtry.  
The Haven of Rest.....Marriott.  
One among Twenty.....Bentley.  
Lyke as a Ship.....Cunynghame.  
Requiescat.....Gounod.  
Le Parlate d'Amor.....Barri.  
True British Soldier.....Barnett.  
Outside.....E. M. St. John.  
Beyond the Stars.....Bendall.  
So the World goes.....Bendall.  
Sweet Day so Cool.....Sullivan.  
Yeoman's Wedding Song.....Poniatowski.

The Miller and the Maid.....Marrials.  
Leaving yet Loving.....Marrials.  
If only.....Marrials.  
Told in the Twilight.....Molloy.  
Because I do.....Molloy.  
Great Grandmother.....Molloy.  
Little Maid of China.....Pinsidi.  
Hearst.....Bentley.  
The Bishop's Tar.....F. Moir.  
Teach me to forget.....F. Moir.  
Behind the Clouds.....Coward.  
At the Ferry.....M. Wellings.  
Kismet.....Molloy.  
Dear Face.....Goodeve.  
Death or Glory.....Matti.  
The Reason Why.....Adelmann.  
Father O' Flynn.....Stanford.  
Il Mio Carlo.....Campagna.  
The Little Hero.....Stephen Adams.  
His Fame.....A. L. Moir.  
To be or Not to be.....Bentley.  
Gold.....F. L. Moir.  
Is my lover on the Sea.....F. L. Moir.  
One, two, three.....Berger.  
Spring of Edelweiss.....Jacobi.  
The old Barge.....Behrend.  
In the Gloom.....Lady A. Hill.  
At Noon tide.....Lady A. Hill.  
In the Moonlight.....Lady A. Hill.  
Norah.....L. Diehl.  
Jack and Jill.....Tovey.  
The Old Poetry.....Molloy.

### DANCE MUSIC.

My Queen Valse.....Coote.  
Dolores Valse.....Waldteufel.  
Dreamland Valse.....Batho.  
Au Printemps Valse.....Waldteufel.  
La Source Valse.....Waldteufel.  
Le Premier Balser Valse.....Waldteufel.  
Valse Vénitienne.....Henry.  
Down Stream Waltzes.....Robinson.  
Les Yeux de Fanchette Valse.....Greville.  
Scottish Beauties Waltz.....Crowe.  
Whip Poor Will Waltz.....Kinkel.  
Mello Valse.....Waldteufel.

Valse-Galop.....Matti.  
Day and Night Quadrilles.....Williams.  
Phoebe Polka.....Greville.  
La Mascotte Quadrille.....Marriott.  
Claude Duval Polka.....Greville.  
Boccaccio Polka.....Béne.  
Boccaccio Quadrille.....Coote.  
Claude Duval Quadrille.....Coote.  
Billee Taylor Quadrille.....Greville.  
Sweet Kiss Polka.....Kinkel.  
Black Satin Polka.....E. Pion.  
A Ton Bras Polka.....Rieffler.

### KELLY & WALSH—HONGKONG.

Hongkong, April 14th, 1883. [160]

## JUST RECEIVED.

### A CHOICE ASSORTMENT

## SHOES.

CHILDREN'S.....FROM \$0.35 PER PAIR.

LADIES'.....FROM \$1.00 PER PAIR.

## ROSE & CO.

1 AND 11, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd April, 1883. [179]

## Shipping.

### STEAMERS.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

#### FRAISSINET & Co.

##### INDIA AND CHINA LINE.

THE Splendid New 100 A1 Steamship

"GOLCONDE,"  
Andrac, Commander, will sail at NOON, on MONDAY, the 23rd instant, for MARSEILLES, via SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ, and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked.  
The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.  
This Steamer is excellently fitted for Passengers, to whose comfort and accommodation special care is given; a liberal table is kept. Each Steamer carries a Surgeon and Stewardess.  
FIRST-CLASS FARE TO MARSEILLES.....\$300.  
SECOND-CLASS FARE TO MARSEILLES.....\$240.

RETURN TICKETS are now granted by the Steamers of this line from HONGKONG TO MARSEILLES AND BACK, available for the undetermined periods, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

6 Months.....1ST CLASS.....\$520.....2ND CLASS.....\$410.  
12.....560.....445.  
Special rates are arranged for families.  
For Freight or Passage, apply to  
ADAMSON, BELL & Co., Agents.  
Hongkong, 8th April, 1883. [189]

#### FOR MANILA VIA AMOY.

THE Spanish Steamer

"EMUY,"

Captain Rementari, will be despatched for the above Ports on MONDAY, the 23rd inst., at FIVE P.M.

For Freight or Passage, apply to  
REMEDIOS & Co.  
Hongkong, 19th April, 1883. [300]

#### FOR SINGAPORE, MAURITIUS, AND BOMBAY.

THE Steamer

"INGO,"

Captain Jesselsen, will be despatched for the above Ports on MONDAY, the 23rd instant, at FOUR P.M.

For Freight or Passage, apply to  
DUNN, MELLYE & Co., Agents.  
Hongkong, 14th April, 1883. [287]

#### FOR SINGAPORE AND PENANG.

THE Steamship

"CHARLES TOWNSEND HOOK"

will be despatched for the above Ports, on TUESDAY, the 24th inst., at 5 P.M.

For Freight or Passage, apply to  
AH YON & Co.,  
80, Praya Central.  
Hongkong, 18th April, 1883. [298]

#### OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

##### FOR NAGASAKI.

THE Steamship

"GAELIC,"

Captain Turpin, will be despatched for the above Port on FRIDAY, the 27th inst., at DAYLIGHT.

For Freight or Passage, apply to  
F. E. FOSTER, Agent.  
Hongkong, 19th April, 1883. [306]

#### AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

##### STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS).

THE Company's Steamship

"PANDORA,"

Captain G. Sturl, will be despatched as above on FRIDAY, the 27th instant, at NOON.

For further Particulars, apply to  
MELCHERS & Co., Agents.  
Hongkong, 16th April, 1883. [291]

#### FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, and BRISBANE, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and FIJI.)

THE Steamship

"VENICE,"

Captain Drake, will be despatched as above, on SATURDAY, the 28th instant, at FOUR P.M.

For Freight or Passage, apply to  
GEO. R. STEVENS & Co.  
Hongkong, 18th April, 1883. [299]

### SAILING VESSELS.

#### FOR HAMBURG, DIRECT.

THE 3/3 L. I. Danish Bark

"KJOBENHAVN,"

N. Maglebye, Master, shortly expected here, will load as above and will have quick despatch.

For Freight, apply to  
FUSTAU & Co.  
Hongkong, 4th April, 1883. [257]

#### FOR LONDON (DIRECT).

THE 3/3 L. I. German Ship

"SCHNEIDER,"

Schneider, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to  
ARNHOLD, KARBURG & Co.  
Hongkong, 10th April, 1883. [285]

## Shipping.

### SAILING VESSELS.

FOR VICTORIA B.C. AND NEW TACOMA W.T.  
THE American Ship

"MERCURY,"

Panno, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.  
Hongkong, 19th April, 1883. [304]

#### FOR SAN FRANCISCO.

THE 3/3 L. I. American Bark

"PENOBSCOT,"

Eaton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.  
Hongkong, 19th April, 1883. [301]

#### FOR SAN FRANCISCO.

THE American Ship

"GUARDIAN,"

Fletcher, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.  
Hongkong, 19th April, 1883. [303]

#### FOR SAN FRANCISCO.

THE 3/3 L. I. American Ship

"WANDERING JEW,"

Talpey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.  
Hongkong, 15th March, 1883. [210]

#### FOR NEW YORK.

THE American Ship

"MARY WHITRIDGE,"

Freeman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.  
Hongkong, 15th March, 1883. [211]

#### FOR NEW YORK.

THE American Bark

"C. B. HAZELTINE,"

Gilkey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.  
Hongkong, 10th March, 1883. [191]

## Mails.

### U. S. MAIL LINE.

#### PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, HONOLULU, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for San Francisco, via Yokohama and Honolulu, on SATURDAY, the 5th May, at THREE P.M., taking Passengers and Freight for Japan,



## Intimations.

A. S. WATSON &amp; CO.

FAMILY AND DISPENSING  
CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
DRUGGISTS' SUNDRIES,  
PERFUMERS,  
IMPORTERS AND EXPORTERSOR  
MANILA CIGARS,  
WINE AND SPIRIT MERCHANTS,  
AND  
MANUFACTURERS  
OF

AERATED WATERS.

THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.THE SHANGHAI PHARMACY,  
24, NANKIN ROAD, SHANGHAI.BOTICA INGLESA,  
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW. [3]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &amp;c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication, but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

## TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

## The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 20, 1883.

THE most important gambling case that has occupied the attention of the community for many years past was heard yesterday before Captain THOMSON, acting police magistrate, and resulted in a verdict which places our police authorities in a most awkward position, and must direct the attention of the Head of the Executive to the scandalous abuses which disgrace what, in many respects, is very improperly named the administration of justice. The particulars of the case can be described in a few words. Early on the morning of Friday, the 13th inst., two inspectors of police, guided by two informers and accompanied by a posse of constables, made a raid on the Yat On Club, the principal Chinese club in the colony, and arrested 32 persons, whom they found within the premises on a charge of public gambling. The authority of the officers for this act was a warrant signed by Mr. HENRY E. WOODHOUSE, police magistrate, granted on information lodged by a common informer named FUNG AWO, who in addition to his shady avocation as a member of our secret service, follows the profession of a substitute ship coolie. The 32 Chinese who were arrested, with the exception of the club servants and the females, were men of high respectability, holding responsible positions in our local mercantile world, and comprised merchants, charterers of ships, bankers, compradores, &c. Marched as prisoners to the Central Station these gentlemen were detained in the police cells the whole night and arraigned before the Magistrate in the morning when the court opened, as already stated, on a charge of public gambling. At the request of Mr. DENNIS, who was retained to defend the alleged law-breakers, the case was adjourned for a few days, bail being accepted for the whole of the defendants.

In briefly alluding to this subject on the 14th inst. we made the following remarks:—"It is for the authorities to substantiate, without the shadow of a doubt, the very serious charges they have made against a body of respectable citizens. The police authorities have no easy task before them, and it is only fair that they should know it. Unless they succeed in clearly bringing home to the defendants the crime with which they have been accused, they will doubtless be called upon by the magistrate, and if not by the magistrate by the government—to justify their action in forcibly intruding into a privileged building, and on the worthless evidence of a hired mercenary, subjecting a large body of respectable citizens to the indignity of being dragged as prisoners through the public streets and herded together like a crowd of infamous criminals for a whole night in the police cells. Now that the matter has been so forcibly brought before the public, we trust that the present system of issuing warrants will be made a subject for thorough investigation and revision."

Knowing from our own personal knowledge that the Yat On Club was a most admirable institution of its kind, and that the gentlemen who had been forcibly arrested like a parcel of rogues and vagabonds were persons of standing and respectability, we considered it advisable to let the authorities know with whom they were dealing. The police department evidently took advantage of the hint contained in the above extract, and seem to have moved heaven and earth to obtain a conviction. In cases of public gambling the usual procedure is confined to a few inquiries made by the magistrate, and the defendants are acquitted or punished according to the evidence adduced. In this case however, all that ingenuity, skill and experience could suggest was requisitioned. The services of the Crown solicitor, Mr. E. SHARP, were specially obtained to prosecute, and Captain DRANE personally instructed the lawyer and directed the proceedings generally. And the result was a crushing defeat for the police, and a triumphant vindication of the principles advocated in these columns. After a most patient hearing, Capt. THOMSON decided that the attempt to prove that the Yat On Club was a public gambling house had signally failed, expressed his opinion that the evidence given by the informers was unworthy of credence, and discharged the whole of the defendants.

The decision of Captain THOMSON in this important case will, we feel assured, meet with the hearty approval of the entire community; and several of the worthy magistrate's observations on the manner in which the affair had been got up and managed were so practical and to the point, that they can scarcely fail to have a beneficial effect in the future. We cannot spare the space to traverse the evidence, published at great length in our yesterday's issue, nor is it requisite that we should do so. When the inspectors of police in charge of the case deposed that without the information of the informers they would not have considered the club a gambling house, and after the principal informant was proved to be a house coolie who had been employed for two years, and whose perjury moreover was as clear as the sun at noon, a conviction was so palpably out of the question, that the prosecution would have shown discretion by there and then withdrawing the charge. They preferred, however, to fight in a hopeless cause to the bitter end, and Mr. SHARP had actually the nerve in his address to the bench to contend that he had called sufficient evidence to show that the place was not a club but a public gambling house; whereas not a vestige of reliable evidence had been produced to warrant any such inference.

That gambling at cards, dominoes, fan-tan and other Chinese games has taken place amongst the members of the Yat On Club is probable enough. In all Chinese clubs, and in all European clubs also, gaming must exist, more or less; but although fan-tan and whist or blind-hookey, when played for money stakes, may be an infringement of the law, they certainly cannot be termed public gambling. In every part of the world, public gambling is understood to be where a professional gamester keeps an open table and plays, or holds the bank, against all comers. Fan-tan as played at Macao and roulette as played at Monaco are clear definitions of public gambling. But *lau chun* played by the members of the Yat On Club amongst themselves, and *ting-tai* played by the members of the Hongkong Club, do not in any sense constitute public gambling, according to the meaning of the Act of Parliament. In both of these games, as well as in fan-tan as commonly played amongst friends, each player acts as banker by rotation. One of the clearest instances of public gaming is the class of betting on horse races generally known as "book-making." Professional betting men or "book-makers" are open to bet with the public against all the horses in a race, just the same as the banker in a fan-tan hell is open to bet with all comers against each of the four numbers. But singularly enough, in England when book-makers bet with the members of the clubs and on credit, it has been or is held that they are not infringing the law.

The manner of issuing warrants in this Colony, judging from this Yat On Club case alone, appears to be the reverse of creditable or satisfactory. It seems that the *modus operandi* was something like this:—The informer, a house coolie, who had been a loafer and out of employment for two years, tells a long story to the inspector of police; this yarn, without any investigation into the coolie's character or antecedents, or as to the probabilities of the truth of the information, is taken down by one of the clerks at the Magistracy; it is sworn to by the informer, and presented to one of the magistrates for signature. The warrant to make a raid on the Yat On Club was signed by Mr. WOODHOUSE, and we presume that the information was read by that official before he appended his signature. If Mr. WOODHOUSE signed the warrant without knowing thoroughly what the document was, such an act shows the loose and unsatisfactory character of the system now in vogue; and if, on the other hand, he did carefully read the information before signing, we leave the proper authorities to decide the measure of responsibility he has incurred in granting a warrant against a well-known and reputable club, on such worthless evidence. We shall deal further with the subject, also with the question of professional informers, in another article.

## LOCAL AND GENERAL.

THE German corvette *Elisabeth* which arrived from Nagasaki yesterday, will shortly proceed to Singapore.

THE United States is said to be worth \$50,000,000,000, or \$6,000,000,000 more than England, and \$13,000,000,000 more than France.

THE number of paper mills in the world is 4,000, which produce 1,000,000 tons of paper a year. Great Britain alone makes 350,000 tons per annum.

THE armament of Germany has been completed. It began in 1873. The expenses have amounted to \$13,000,000, paid out of the French war indemnity.

PROFESSOR Kolbe is reported to have demonstrated, by actual experiments, that beef kept in an atmosphere of carbonic acid remains sweet and sound for weeks, while mutton under the same conditions becomes offensive in eight days.

CHAN KI, master of the Mow Hing ship, No. 110, Wing Lok Street, was fined \$5.00 by Mr. WOODHOUSE this morning for obstructing the pathway at Pnya Central yesterday by having a gang of 28 coolies working on the roadway in front of his shop. The coolies were engaged in the romantic occupation of packing sugar candy. The "boss" of the lolly shop parted with the Mexicans like a brick.

HERBERT SPENCER writes to the St. James Gazette to object to being held responsible for views advanced by him thirty-two years ago on the land question, which he has since repudiated and stricken from his published works. Even those views were expressed tentatively, but they were quoted by Henry George in his book, "which I closed after a few minutes' perusal," on making now visionary were his ideas." A recent writer has reviewed Spencer severely for his early views.

CARDINAL Manning's house at Westminster is to be pulled down at once to make room for the new cathedral to be erected by the munificence of Sir Tatton Sykes. The cathedral is to be built from the designs of the Commemorative Church in Vienna. Sir Tatton Sykes has obtained all the plans and working drawings from Vienna. The Emperor of Austria refused to give his sanction to the disposal of these designs unless for the purpose of building a Roman Catholic church, whereupon Sir Tatton wrote: "I'd just as soon build a Catholic church as another."

CHAN CHUNG, a barber, was this morning sent by Mr. WOODHOUSE into "Her Majesty's keeping" for a period of seven days, with hard labor, for being a rogue and vagabond. Karig Singh P.C. 623, stated that Mr. Chan, who apparently was on the look out for the police shortly before 8 o'clock this morning, gave the alarm to a crowd of Chinese who were gambling in Tai-ping-hang in the open street. The moment the barber saw the valiant Punjabee making his way towards the party who were having a little band, the signal was given and the gamblers cleared away. Chan made a very poor show in his attempt to convince his Worship that he was a good man, and after the constable was recalled and repeated his statement that the barber had given the alarm to the gamblers, the queue dresser was sent to durand vile for the period before mentioned.

THE preparations for the raising of the steamer *Caribbees* are at last approaching completion. The miserable weather we have had for the last two months has been greatly against the Dock Co., and that alone is accountable for the seeming delay in the carrying out of their contract. Owing to the length of time the vessel has lain in her present position, the mud has accumulated all round her, to a depth of several feet, which, as all practical men know, will add materially to the immense weight to be lifted. All the chains have at last been made fast to the ship, some by European divers, but the greater part by Chinese, under the able superintendence of Mr. R. Cooke. Some of the fastenings are secured to the deck beams, some to the side lights and cargo ports, and in some cases in the forward parts of the ship. The chains have, with great labour, been passed right under the vessel. All the chains are connected at their upper ends with long and powerful screws, which are ranged along in position on each side of the whole length of the ship. By this admirable arrangement they can be tightened up to a nicety and the strain equalized on the whole of them. A preliminary trial took place yesterday afternoon, when the ship was raised a few inches. All the chains and other means of lifting her, were thus tested with the weight which they will have to lift. Everything worked satisfactorily, and we can confidently look forward to seeing the vessel lifted safely and successfully when over the Dock authorities think fit to make the attempt.

A LAW has just come into operation in Italy prohibiting the sale of medicine unless the precise nature of it is stated. This law is especially directed against patent medicines. Faith is such a large constituent in most of them, that a knowledge of the ingredients would destroy their efficacy.

HENRY CAREY, a cousin to Queen Elizabeth, after having enjoyed her Majesty's favor for several years, lost it in this manner: As he was walking in the garden of the palace under the Queen's window, she asked him in a jocular manner: "What does a man think when he is thinking of nothing?" The answer was a brief one. "Upon a woman's promise," he replied. "Well done, cousin," said Elizabeth; "excellent!" Some time after he solicited the honor of a peerage, and reminded the Queen that she had promised it to him. "True," said her Majesty; "but that was a woman's promise."

"This will never do," said a local editor to the new reporter. "You say that 'the man was killed.' That is too tame. You should have said that 'he was crushed into a shapeless mass,' or, 'his reeking corpse presented a ghastly sight.' Then you make the bald statement that 'the doctor was not needed.' 'The services of the physician were not called into requisition'—that's how you should have put it. That's journalism, that is. Then you say nothing of the sickening spectacle, and you are painfully neglectful of the fact that 'the man's features were distorted out of all semblance of humanity,' and you haven't a word to say of 'scattered fragments,' or of 'blood' or 'bruises' or 'the screams of the horrified spectators.' No, it will never do; journalism has no use for you, young man. Go into something more congenial; go into the ministry, or secure the position of lecturer to a deaf and dumb asylum."—*Boston Transcript*.

LEONG ALUK, described as a coolie, and having no less than seven convictions against him in the space of two years, five of which were for larceny, faced Mr. WOODHOUSE this morning on a charge of attempting to steal some clothing at 3 o'clock this morning. Yui Wan, a painter, stated that he lived on the first floor of No. 18 Gilman Street. Before retiring to bed last night, he put his jacket and pants on a bamboo and hung them out of the window for the purpose of airing them for use this morning. About 3 a.m., he was awakened by hearing a rustling sound, and on looking up saw the bamboo, on which his clothes were hung, being moved. On running into the street he saw the defendant, with another long pole, trying to remove the clothes. The early bird was secured and given into custody. The enterprising youth stated that he was passing under the painter's window when a bamboo fell from the top. They had a quarrel over the falling of the bamboo and he was handed over to the police. He admitted the previous convictions, and was sent to six months' imprisonment with hard labor.

It is not easy, observes the *Bulletin*, to replace a *companion* of our staff when one happens to be killed or is snuffed up. An enormous figure by a sectarian paper, but we feel pretty easy now, as there is a man here who we feel is the genius we have long been dreaming to charter. He sends us some verses of thrilling interest. They are entitled "To A Canary." Here is a sample:—

"From the mountain's sequestered vale  
As if it were an express train,  
Coming from the charming wood  
Where you spent your childhood days,  
How your song does cheer me!  
As you look up at the well,  
Aching like a sweet and dreamy,  
Sweetly, sweetly, sweet canary."

Like other great minds, he doesn't trouble about prosaic punctuation, but leaves that for the common editor to "put in." He is, he says, "in a drapery establishment, getting \$10 a week" but if we would employ him to write for us, he considers he "could earn more by leaving the drapery." "I sometimes," he continues, "dash off a few lines similar to these, and on various subjects. I have been told that some of my verses would surprise people." Well, they have surprised us, and evidently his mother too, for he says she thinks he "ought to get at least \$12 per week, for say two good poems, say of four verses each." We think so, too. And we will at once give him an order for two good poems—the first, we will say, a yard and three-quarters long—subject, "The Oyster's Lament," and the second a serviceable article of double-width to be entitled, "The Musings of a Crayfish." We couldn't afford to let such a genius as this slip through our fingers—especially if we held him in one hand and a stick in the other.

THE origin of the term *sub rosa*, according to the *London Society*, dates from the ancient custom of suspending a large rose or a bouquet of roses from the middle of the 'card-room' ceiling, just as we, on a particular occasion, hang a bunch of mistletoe. It was noticed in the course of time that card-players, especially those of more mature age, generally kept their racy remarks, scandal, gossip and what not for the card-party, and many an improper story or disgraceful piece of backbiting was gleefully repeated over the nightly rubber—of course, always in strict confidence. As this always took place beneath the suspended bouquet, the words *sub rosa* came to mean anything *entre nous*—which was to go no further—and this meaning has been retained until the present day. The saying, "Those who live in glass houses must not throw stones," dates back to a time at which London was full of Scotchmen, immediately after the union between England and Scotland. The then Duke of Buckingham, who was no friend to the Scotch, devised various expedients to vex them, and among others, organized nightly parties to smash their windows. One of these Mohawc escapades being traced to his lordship, a Scotch party smashed all the windows of the Duke's residence in Martin's Fields. This mansion had so many windows—in the days when daylight was a luxury—that it was known as the "Glass House," and on these being broken, the Duke appealed to the King, who, with a touch of native wit, at once replied, "Steenie, Steenie, those who live in glass houses should be careful how they fling stones," and the apothegm has, as we know, been preserved to this generation.

WHEN the war correspondent talks of "killing" mishers annoying a regiment, few understand what a very grim meaning that little phrase has. A man gets a bullet through the head, jumps into the air a little, and then falls limp; another crawls away like a wounded rabbit, trailing a smashed limb; another stiffens suddenly, and remains with an ugly look upon his face. This is the "killing" the man with the note book describes so lightly and vaguely.

This is from an obituary notice in an English paper:—"The corpse was elegantly clad by order of his devoted wife, and his casket was made to conform, so far as possible, with the comforts he was wont to surround himself with in the house he had just left." Passing over with a smile the statement that the corpse had a wife, we may freely remark that this is just the kind of treatment we wish to have when we are dead. We are not fastidious about the style of the coffin. An ordinary cedar shell, lined with velvet, so that we shall be able to turn round when we want to without hurting ourselves, and with the usual silver-foil cherub, and a tin plate with our name, age, and number of convictions inscribed on it, will do for us. But with regard to the inside we are more particular. We should like a case of Moot and Chandon, and a box of Havana put in with us. Matches we should not need, as we could get a light from the man next to us. Then throw in a mile or two of the honorable member for Sloum's Chamber of Commerce and Legislative Council speeches, and a pound of chewing tobacco, and we shall manage to worry through somehow for a while.

HONOUR among American scullers is, remarks the *Bulletin*, evidently not considered the correct thing. In a race between Lee and Courtney, at Richfield Springs, U.S., the affair was all settled before the race, it being decided that Lee was to win, but to make a race of it—Courtney arranging to lead at some portion of the course. After rounding the stake, Courtney reminded Lee of the "fixing," and he was allowed to go ahead.

Lee says: "We had been rowing quite easy, and both of us were quite as fresh as when we started. As soon as I let him go to the front, and while I wasn't thinking of anything, he rowed right away from me." At the professional regatta at Saratoga, it was learned that Courtney's friends had paid Ross \$200 not to beat the Union Spings sculler. Ross's friends, hearing of this, offered him \$400 to win, on condition that he placed \$200 in safe hands. Ross declined the offer, but assured his friends he would win, anyhow. In first accepting \$200 Ross agreed to a "cross," and in making the statement last referred to, he gave his friends to understand he would "double-cross" the Courtney crowd. A double-cross is about the best recipe we know of for stirring up muddy water.

THE following observations, extracted from the New York *Dramatic Times*, on the different modes of kissing adopted in America by actresses, may, perhaps, prove useful to those who contemplate indulging in this amusement:—"When Miss Anderson kisses she does it frankly enough, and for that very reason it lacks tenderness. Miss Rose Coghlan generally kisses automatically, with her back to the audience, and with the precision a recruit would display at drill. This may be called the 'old English' comedy kiss, which is a meeting of lips and nothing more. Mrs. Langtry is a poor kisser—in fact, the coldest of any of our feminine stars. This might with truth be said of Janaschek also, but she kisses artistically, generally on the forehead, and as her lips are heavy, fingers not upon the rosy lips, but gives it in a sisterly way, and at once leaves her victim. Miss Maud Granger throws her head on one side, and permits herself to be kissed with evident satisfaction. Modjeska kisses with all the grace that may be desired; but she permits herself to be kissed oftener than she kisses. Clara Morris, imperfectly shaped for labial purposes as she is, displays a good deal of repugnance to the kiss actual, but realises very gracefully in the arms of her lover. Maud Harrison may be said to use the kiss metaphorically. Catherine Lewis rushes at it, and leaves a noise vibrating through the auditorium. Lotta puckers her lips, jumps to those of her lover, kisses up her heels, and runs away. When Soldate kisses, sentiment stands appalled."

THE following true story demonstrates the truth of the old saying, that truth is frequently stranger than fiction; Some time last year a Mr. George Mark, of Darvall, near Sheffield, died, leaving considerable property, but no will. The property, passed to his nephew as next of kin. The eldest nephew, Edward, was known to have gone to the Russo-Turkish war, where he was engaged as a doctor. He was believed to be dead, and the solicitor for the younger nephew wanted proof of his decease. The only way of proving his death was by getting an affidavit from Dr. Lamson, but Dr. Lamson had, unfortunately for himself, come to an untimely end at the hands of Professor Macwood. Dr. Lamson had, however, seen the nephew at Stavola, lying dangerously wounded in the hospital, and he certified that his lab was such as rendered recovery impossible. Attached to this affidavit was a photograph, which Lamson identified as the portrait of the man Mark or Meek (as the Turks called him), who was supposed to have died in Stavola Hospital. On the strength of this affidavit an application was made to the Court of Probate to get the date of death assigned and administration issued. After considering all the circumstances, the Court made an order and assigned his death to have taken place about the time Lamson saw him, and ordered administration to issue. Now comes the curious part of the business. The very next day after the arrangements had been made the missing brother appeared in the office of the solicitor for the petitioner. He was a terribly bad condition as he was suffering from his wounds. He had miraculously recovered from his injuries, and had made his way to England, turning up just as he had been recently declared to be dead. Writers of fiction and dramatic authors will welcome this sensational story with great glee. As a famous actor used to say, "There's millions in it."

THE London Society for the Suppression of Blasphemous Literature propose to get up cases against Professors Huxley and Tyndall, Herbert Spencer, the publishers of John Stuart Mill's works, and John Morley and others, who, by writings, have sown widespread unbelief, and, in some cases, rank Atheism.

THERE are 45,000 places of religious worship in England and Wales, having about 15,000,000 sittings. The average attendance on Sundays is about 10,000,000. The stated ministers of religion number 35,000, of whom 23,000 are of the Established Church. On every Sunday there are delivered 80,000 sermons, or 4,000,000 every year. There are 5,000,000 children in the Sunday schools, for whom there are 500,000 teachers. There is a stated minister for every 700 persons, or 140 families, a place of worship for every 500 persons or 100 families, and a communicant for every eight of the population. The annual cost for maintaining religion in the Kingdom is £16,000,000.

THERE are really no limits to the perseverance of scientific enthusiasts. One well known industrious scientist recently amused himself by manufacturing an Aurora Borealis. This was Professor Lendstrom, of Helsingfors. He selected for his experiments two conically-shaped mountains in Spitzbergen. These were respectively 2,666 feet and 3,600 feet above the sea level. On the top of these he erected a copper framework bristling with points. From this he ran an insulated wire down the mountain side to the earth at the foot, and at nightfall he was rewarded by the sight of a splendid display of Aurora Borealis. He took the trouble to measure one of the rays of light, and found it to be exactly 393 feet long. All this was doubtless very interesting to the Professor, whose next enterprise should be a wholesale manufacture of rainbows and other popular aerial phenomena.

ORGAN-GRINDERS occasionally find themselves in an awkward fix. If we take the case of Giacomo Ford, an "organ-grinder" who a few weeks back had the doubtful honor of officially interviewing the Magistrate of one of the London police courts, we find that the man had been placed in a position that might well have puzzled stronger heads than his. A gentleman came up while he was raking out sweet sounds from his instrument in the public street, and ordered him to go away. He was obeying this mandate when another gentleman came on the scene and gave him a penny to stop and grind. Now what was he to do? On one hand he had to face a boot-lick, on the other he had to earn a penny. The money prevailed with the guileless Italian. He hesitated, stopped, and began to grind once more. The penny was dearly bought. A policeman came up, took Giacomo Ford's address, and summoned him. At the police-court he was fined ten shillings and costs for his efforts, and now bewails his hard fate. It cannot be denied that organ-men are a great nuisance, and it is a pity that they cannot, together with German bands, be swept from the streets altogether. We know from experience that their music is often tort to the sick and nervous.

A TITUSVILLE correspondent of an American journal writes:—"One of the curious features in the late rise in oil, is the extent to which the ladies of Titusville have yielded to the temptation of acquiring wealth suddenly, and have gone to speculating on the Exchange. In the gallery your correspondent counted seventy-five of the fair sex watching the fluctuations as keenly as did the spectators and the brokers on the floor beneath. Half of this number were resting note-books on the railing, and a little shower of notes was continually dropping down into the hands of brokers below containing instructions for their guidance. There were fair young girls in silk and satin, whose notes were entered with jewelled pencils on the daintiest of books; hard-worked shop-girls, who eagerly pored over their business-like figures; matronly ladies trying to look unoccupied, and dropping their orders as stealthily as possible, and here and there a broker's wife, whose face showed a superior knowledge of trade, but whose dealings were as a class, the least fortunate of all. These ladies were all respectable, many of them moving in the best society of the city. There has been for a long time much speculation among ladies here 'on the quiet,' but not until the past few days has it been so openly carried on. As near as could be ascertained, the gallery occupants to-day purchased about 25,000 barrels of oil, the most lucky speculation, the wife of a well-known broker, clearing 1400 on her day's transactions."

ALBU OF WAR between teams from the American Academy of Athletics and the Hongkong police will be decided on the Cricket Ground to-morrow afternoon at 5 o'clock. After the recent victory of the Americans over "The Bulls" the abilities of the conquerors were praised to such an extent that the veteran sportsman Mr. W. M. Morgan, determined to test their prowess against a thoroughly representative Hongkong team. With the assistance of Messrs. C. P. Chan, H. N. Mody, and J. V. V. Varian the sum of £100 was raised for the winning team, was quickly obtained, and preliminary arrangements were made. The American blue jackets were anxious to further distinguish themselves, and the police expressed their readiness to do or die. The conditions are, we believe, ten men aside, the whole of the losing team to be pulled over the line, 20 yards short, and lying down, and the cup to decide the contest. The Americans are very hot favorites, several of the officers of the Hongkong police having been "killed" in the match as two to one in their men. Although the police will labor under the disadvantage of being outnumbered, their superior weight, and being eager to show their manly qualities, their want of confidence in the Americans, and the fact that they are a more experienced team, will be a great help to them. The match will be a very interesting one, and will be well worth watching.



The new dock at Cardiff, of which the Marquis of Bute cut the first sod a short time ago, will extend over thirty-five acres, exclusive of timber ponds, and will cost about £600,000. It is to be completed within three years. The dock will be the largest in the world, its dimensions being 80 feet wide and 600 feet long, while the depth of water over the sills will vary from 26 feet to 30 feet. The dock will be 2,400 feet long and 600 feet wide, the depth of water varying between 25 feet and 33 feet, according to tide. When the new dock is complete, there will be a water area in Cardiff basins and locks of 130 acres, and a quayage of five miles.

ONE of the many minor horrors of existence, says the *Pail Mail Gazette*, is the dread of hydrophobia. It is likely to be increased by the evidence given at a Coroner's inquest recently in Paddington. Last September a boy of fourteen was playing with a retriever puppy three months old, when it snapped at his hand and slightly grazed the skin of his finger. The dog seemed in good health, but it became restless, and was soon afterward destroyed. The scratch was dressed with caustic, and it soon healed. On Tuesday week the boy became ill, and on Saturday he died of hydrophobia from the effect of a bite inflicted last September. That was bad enough, but the house surgeon of St. Mary's Hospital added an element of additional horror by stating that he had met with cases in which the poison of hydrophobia had remained dormant in the system for ten years, and then caused death. No one, therefore, who has been bitten by a dog, even although it did not appear to be mad, can feel sure, for at least ten years, that he is not carrying about with him the undeveloped germs of madness.

### THE LOSS OF THE "MINARD CASTLE"

The Marine Court of Inquiry into the circumstances attending the loss of the steamship *Minard Castle* was resumed at the Harbour Master's Office this morning. The Court comprised Captain H. G. Thomsett, R.N. (President), Lieut. G. W. Balliston, H.M.S. *Victor Emanuel*, Capt. Hassall of the *P. & O. S. N. Co.*'s steamer *Bangalore* and Captain Turpin of the *O. & S. S. Co.*'s steamer *Galle*. Mr. A. P. Stokes, solicitor, was present watching the case on behalf of Captain Skinner.

On resuming the President called in the chief officer.

Captain Thomsett said: When I arrived, two minutes ago, the chief officer handed me a letter, in which he makes several statements. (Addressing the chief officer.) The letter is a most improper one, and might have prejudiced the members of the Court against Captain Skinner. When you were here giving your evidence, you ought to have given it correctly. I dare say you did what you did in ignorance; but it was nevertheless highly improper. You can go now.

Thomas Neilson, late chief engineer of the *Minard Castle*, continuing his evidence stated that he walked across the deck from the engine hatch, amidships, to the starboard side, and he did so he looked towards the bridge, and saw the Captain stepping from the ladder on to the upper bridge. The ship struck the ladder immediately afterwards.

By the Court.—When the ship struck the Captain was on the bridge.

James Collins, said: I was second engineer of the *Minard Castle*, and was in charge of the engines when the vessel left the harbour on the morning of the 10th instant. At the time we struck, the ship was going ten and a half knots an hour, which speed we had gradually worked up to. When the ship started she was going about seven or eight knots an hour. I had no instructions through the telegraph just before the ship struck. The ship apparently struck twice; the first shock was not very severe, but the second one, which I felt about two seconds after the first, almost knocked me off my feet. The shock brought the engines up a little; and I went round to the starting gear to stop them. I then saw the telegraph was pointing to "stop." Just at that moment the chief engineer came down from the deck; and together we went down to the platform in the fore part of engine room, and found the water rushing in from a hatch. I saw no hole in the ship's side; it must have been below where we were standing. The hatch must have been forced open by the rush of water. No order could have been made through the telegraph without my attention being drawn to it. I am sure no order was given me before the ship struck.

By the Captain.—I heard no signal from the telegraph until after the vessel struck; when the telegraph signalled to stop I was stopping the engines as I knew there was something wrong. I was stopping the engines before I saw the water rushing in.

Mr. Stokes here said that since the last sitting of the Court, Lieut. Beale, of the *Magpie*, had surveyed the place where the vessel was lost, and he was now present to give his evidence.

Henry Deale, said: I am a Lieutenant of the Royal Navy, and at present belong to the *Magpie*, a surveying ship. I am a third class Naval Assistant Surveyor. Yesterday afternoon I visited the rock marked on the Admiralty chart as being the place where the *Minard Castle* was lost. I went there with a view to ascertain the correctness of its position, relatively to the adjacent point of Chung Chow Island. The result of my observation is that the actual position of the rock is 115 yards distant in S. 66.41 E. true direction from that marked on the chart. (Chart produced showing the difference of the position.) I also found another rock, 75 feet S. 48.35 E. true from the rock that I described. There is a depth of from 15 to 25 feet between them. The last mentioned rock is about 10 feet square, and has six feet at its low-water springings. There are soundings of seven fathoms to the eastward; and five and a half to the north-east. Another rock about 200 feet in a south-westerly direction from the rock marked on the chart was pointed out to me, but I did not verify its position. I took no soundings in the vicinity of the wreck.

By Lieut. Balliston.—I have no reason to think there are rocks outside those described, but I took no soundings. From the position of the wreck I think she struck on the sunken rock having six feet on it.

being their watch below. The quarter-masters live together in a house on the forecastle.

By Captain Hassall.—The second officer gave me orders to secure the ladder. The pilot used the ladder when going away. I was by myself securing the ladder. It takes from twenty minutes to half an hour to secure the ladder. It would be about two minutes after the ship struck that I saw the captain on the bridge.

Frank Nainby, late quarter-master on board the *Minard Castle*, stated that he was below from the time the steamer left the harbour until she struck, it being his watch below. He was coming out of his room when he felt the ship strike. He saw the captain on the upper bridge at the time the vessel struck. He ran aft, and saw the water rushing into the ship about a foot below the 'tween decks.

Edward Robinson, late a quarter-master in the *Minard Castle*, stated that he joined the steamer in Shanghai about three months ago. He was not on watch when the steamer left the harbour. He was below from the time she left until she struck.

Joseph McGee, late carpenter of the *Minard Castle*, stated that he joined the ship in London in October last. When the ship struck he was looking down the number two hatch and saw a great rush of water come in from the bilge on the starboard side. He went down and examined the damage and found in the 'tween decks the water about two feet deep. He then went down into the engine room and found the water was up to number one platform above the keel. The water was rushing from the engine room into number three hold. He assisted in getting out the starboard boat. He has charge of the sluice valves which are always kept closed.

Cheong Ahoi, comprador and pilot, stated he has been piloting ships in and out of Hongkong harbour for the past sixteen years. He left the *Minard Castle* when outside Green Island on the morning of the 10th instant. The steamer was about three quarters of a mile S. by W. from Green Island when he left her.

At the conclusion of the evidence Mr. Stokes asked permission to put in a short written summary drawing attention to several discrepancies in the evidence. He said that the statement of Captain Skinner, which was written out the day after the ship was lost, was more likely to be correct as to the time he was on the bridge before the vessel struck than the statements of the other witnesses who now only gave their evidence after some conversation between Mr. Stokes and the president of the court. Mr. Stokes' memos were admitted.

The court was then adjourned till two o'clock.

Captain Skinner recalled said.—I cannot tell you the time I went on deck after breakfast. During breakfast I and the chief officer were conversing about the cargo, but I cannot say how long I stayed at breakfast; when I went on the bridge I saw no water breaking over the rock. When I went into the cabin with the pilot I stayed there about a minute. After leaving the pilot I went on the bridge to give the third officer my orders; I did not stay on the bridge more than four or five minutes.

The Chief Officer was recalled and said.—I went to breakfast just after the Captain; some three or four minutes after. I left breakfast before the Captain. I was about twenty-five minutes at breakfast.

The Second Officer recalled said.—I went down to breakfast with the captain, and left the cabin before the captain and first officer. I was from ten minutes to a quarter of an hour at breakfast. When I relieved the third officer he gave me the course and told me he had shifted it from S.W. to S.S. also to keep Achaia right ahead. I cannot remember if he pointed out the island, but he said the ship had set in a little. I was on the bridge about six minutes before she struck, but as I was only about two minutes of that time in charge of the ship I did not notice if she drifted in. The captain came on the bridge about two minutes after I got there. I saw the captain go to the telegraph about four minutes after he came on the bridge. The captain was on the lower bridge when he waved me to starboard the helm. As the captain came to the chart house he said "starboard" and the helm was put hard-a-starboard. The Captain then looked at the compass and steadied the helm. After a time he again gave the order hard-a-starboard, when she struck immediately. It did not occur to me that the ship was dangerously near the land. I had no idea that there was a rock off Chung Chow Island. I have not looked at the chart.

By the Captain.—I only saw you wave your hand to me when you were about a few feet distant. When you came on the bridge you immediately starboarded the helm. When you read the statement you had written to me I do not remember saying I would corroborate that that was in it. I told you that I was on the bridge about two minutes before she came. I do not remember being on the bridge when we came from Saigon the last trip. I work at the charts every day when we are at sea. I knew of no danger when being close to the land.

The third officer was recalled and Captain Skinner's request and said he heard the written statement made, and heard nothing more said about it than that he objected to the phrase about the "Captain's orders having been carried out."

Frederick Dodwell, resident agent of Messrs. Adamson, Bell & Co., stated that he heard the written statement of Captain Skinner, relating to the loss of the ship, read on the morning of the 12th.

By permission, Mr. A. P. Stokes addressed the court on behalf of Captain Skinner and drew attention to what he termed discrepancies in the evidence given by the second and third officers, and the quarter-master who was on the bridge at the time the ship struck. Mr. Stokes' defence is too lengthy to appear in this issue. Mr. Mullen, the third officer, was requested by the Court to give his reasons for altering the ship's course and said: "I shifted the course to keep her more away from the island. When I left the ship the ship was in a safe enough position. The finding of the Court will be given to-morrow at noon."

### MANILA.

(Translated from "El Comercio")

The Chartered Bank of India, Australia and China has opened an agency branch in Manila under the charge of Mr. W. H. Young.

His Excellency General Molins, has amongst the other plans of improvement which he proposes to introduce into the army, the very laudable idea of extending and improving the breed of ponies in the country by importing, if necessary, stallions and mares from Andalusia. It is a known fact that His Excellency the Captain General in coming to take command of these Islands has been invested by His Majesty the King with full powers for the management and decision of all affairs of the Manila Government without further reference to the *Ministerio de Ultramar*. One of the various measures that Captain General Jovellar contemplates introducing is one to suppress the present system of making deductions from the pay of the Military Officers and the members of the Civil Service.

A Russian frigate arrived on the 10th instant, and proceeded to anchor at Cavite Harbour, doubtless in anticipation of a gale as the glass was going down rapidly.

Messrs. Foster, Hensell, and Co., agents here for the China and Manila S. N. Co., have bought

the commodious and fast Spanish steamer *Torja Juan*, which is to replace the chartered steamer *Lido* on the line. The *Torja Juan* is sister ship to the *Elcano*, both vessels having been expressly built for Messrs. Olano, Larrinaga & Co. for their small fleet engaged in the coasting trade of the Philippines. The *Torja Juan* will shortly proceed to Hongkong under some repairs before taking her place on the line, and she will probably return to our port under another name and flag.

The Russian frigate which arrived yesterday, is the *Scoboleff*, from Cebu, with Admiral Koptoff on board.

The Spanish steamer *Remus*, which is shortly expected here, is to bring the Russian ship *California* in tow from the coast of Luzon, where she was lying dismasted.

Messrs. Birchall, Robinson and Company, Manila, have bought the American steamer *Ingeburg*, before called the *Navarra Bratigne* and which was driven ashore in the typhoon of the 20th October last. This steamer was put aloft by Captain Henry who formerly commanded her. After the repairs she has undergone lately, the *Ingeburg* is declared to be perfectly seaworthy and her new owners intend running her between Manila and the provinces.

The requisite permission for the removal of the embalmed corpse of Don Bonifacio de Vizmanos from Hongkong to Manila has been granted by the Manila Government.

### To-day's Advertisements.

#### NOTICE.

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A LODGE OF EMERGENCY will be held in FREEMASONS' HALL, Zealand Street, TODAY, the 20th instant, at 8 for 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 19th April, 1883. [305]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

#### NOTICE.

CONSIGNEES of Cargo per Steamship "HELIC" from San Francisco, &c., are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods. Cargo impeding discharge of the Steamer, will be landed and stored at Consignees' risk and expense. F. E. FOSTER, Agent. Hongkong, 20th April, 1883. [2]

ISMAIL ELLIAS, MILLINER & DRAPER, GENERAL DEALER IN EUROPEAN GOODS, INDIAN SHOP-KEEPER, INDIAN USEFUL ARTICLES OF CLOTHING, ALL AT MODERATE RATES.

No. 38, LYNCHURST TERRACE, HONGKONG.

FRENCH Prints for Dresses, different patterns; French Embroidery, edging and insertion; Indian Malmal and Jagamath Cloth; Cotton Dhorias and Cotton Gauze; Quilting Cloth; Gauze Flannels, different kinds; Shawl Flannels, Victoria Lawns, Table Cloths, white and coloured; American Drills; Gentlemen's Gauze Under-shirts, Turkey Towels, Table Cloth, Toilet Covers, Mosquito Net, Window Curtains, Ribbons of all sorts, Ladies' Boys' and Girls' Shoes, Combs, Stockings, Socks, Pin Cushions, Grenadine Silk, Gentlemen's Collars, Gentlemen's Shirts, &c., &c., &c. Hongkong, 20th April, 1883. [311]

### Intimations.

#### NOTICE.

THE GOLDEN SCISSOR, No. 13, POTTINGER STREET.

A. M. ROBIN (LATE OF T. M. LAWSON'S, CALCUTTA)

TAILOR, Shirt and Breeches Maker and General Outfitter. Mr. ROBIN invites Public Patronage and guarantees a perfect fit at Moderate Charges.

N.B.—Note the address. THE GOLDEN SCISSOR, No. 13, Pottinger Street. Hongkong, 26th March, 1883. [234]

C. L. THEVENIN, WINE AND SPIRIT MERCHANT, HONGKONG HOTEL BUILDINGS.

#### HAS FOR SALE.

A FINE ASSORTMENT OF WHITE AND RED BURGUNDIES

AT MODERATE PRICES.

A Capital AMONTILLADO SHERRY. Assorted LIQUEURS of the best quality. BON BONS, FRENCH PRESERVES, FRESH BUTTER and CHEESE by Every French Mail, PERFUMERY, &c., &c. Hongkong, 2nd October, 1882. [6]

WILLIAM SCHMIDT & CO. GUNMAKERS & AMMUNITION DEALERS, BEAconsfield ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand.

#### D. K. GRIFFITH.

MANUFACTURER OF THE LONDON AERATED WATERS.

7, BEAconsfield ARCADE, (Opposite the City Hall)

Having Purchased the entire Machinery of the late Mr. E. CHASTEL'S

SODA WATER FACTORY, is now prepared to execute the largest orders for every description of Aerated Waters with promptness and despatch.

SUPERIOR QUALITY. I. S. G. U. A. R. A. N. T. E. E. D. Consumers are invited to try these carefully.

Manufactured SPARKLING WATERS. THREE DOZEN FOR ONE DOLLAR.

All Orders and Communications should be addressed to The Factory.

7, BEAconsfield ARCADE, Hongkong, 17th April, 1882. [279]

### Intimations.

## "NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

SELLING OFF CHEAP.

NO SUCH OPPORTUNITY EVER OFFERED BEFORE.

FOR ONE MONTH ONLY from This Date, all the BOOKS in this "STORE" including those which may arrive during the month, will be disposed of at Published Prices, Charging Extra only the actual expenses incurred, such as freight, insurance, &c., at current rate of exchange.

To avoid confusion, all the BOOKS selected shall not be delivered but forwarded together with a Memo of cost which if not approved, the BOOKS may be returned.

ALSO,

"KAISAR-HIND" CIGARETTES are now offered at 80 Cents per 100, in Handsome Crystallized Tin Boxes, for the above period only.

T-E-R-M-S, C-A-S-H-O-N-L-Y.

S. MEYERS, MANAGER.

Hongkong, 13th March, 1883.

### Intimations.

#### LOST.

ON WEDNESDAY AFTERNOON between Murray Pier and Government House, A GOLD LOCKET, with MONOGRAM and CREST.

The Finder will be REWARDED, if necessary, on RETURNING the same to the "HONGKONG TELEGRAPH" OFFICE. Hongkong, 4th April, 1883. [260]

MR. MOORE begs to recommend his GOGO SHAMPOO WASH to the public as unrivalled by any preparation ever produced for promoting the growth of the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald.

It is quite common to see the females, with hair from 5 to 6 feet long. By constantly using this Shampoo Wash as directed, you will NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

FOR SALE ONLY BY MOORE & Co., VARIETY STORE, Queen's Road Central.

Hongkong, 25th January, 1883. [93]

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAIR & SONS' MERCHANT NAVY NAVY BOILED LONG FLAX CROWN.

ARNOLD, KARBURG & Co. Hongkong, 15th June, 1881. [458]

STAG HOTEL, QUEEN'S ROAD CENTRAL.

GOOD ACCOMMODATION FOR VISITORS.

ENGLISH & AMERICAN BILLIARDS.

Tiffin at One o'clock, Dinner at 7.00.

This HOTEL is centrally situated and within easy distance of the principal landing places.

J. COOK, Proprietor.

J. M. GUEDES.

HOUSE AND LAND BROKER, AUCTIONEER AND COMMISSION AGENT.

No. 33, WELLINGTON STREET, HONGKONG. Hongkong, 23rd January, 1882. [6]

F. D. GUEDES.

WINE MERCHANT AND GENERAL COMMISSION AGENT.

No. 5, D'AGUIAR STREET.

Has always on hand a large assortment of CHOICE WINES of the best quality, at Moderate Prices.

Hongkong, 2nd October, 1882. [663]

GUEDES & CO. PRINTERS, STATIONERS, AND BOOKBINDERS.

D'AGUIAR STREET.

EVERY KIND OF WORK EXECUTED WITH ACCURACY, NEATNESS, AND DESPATCH.

OR VERY MODERATE TERMS.

SELECTED MATERIALS FOR MARKET REPORTS.

Book-binding and Ruling in every style executed at low rates. Workmanship Guaranteed.

Hongkong, 23rd August, 1882. [4]

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCK-MAKERS.

JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.

SOLE AGENTS for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND STYLOGRAPHS.

No. 38, QUEEN'S ROAD CENTRAL. [447]

G. FALCONER & CO. WATCH AND CHRONOMETER MANUFACTURERS.

JEWELLERS, NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

No. 45, QUEEN'S ROAD CENTRAL. [434]

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.

W. L. MALLOY, Proprietor. Hongkong, 24th June, 1881. [159]

### Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

THE DIRECTORS are now prepared to receive TENDERS from suitable persons for a term of FIVE YEARS, for the lease of the HONGKONG HOTEL, with FURNITURE complete.

The Building (together with a powerful passenger lift) will comprise after the proposed alterations and additions have been completed, viz:—

#### THE BASEMENT.

Two Grand Entrances from Pedder's Street and Queen's Road. Bar, Billiard, Reading and Smoking Rooms with separate Entrance from Pedder's Street.

A handsomely fitted up Ladies' Room, for the use of visitors and others.

Manager's and General Offices, Kitchens, Store Rooms, &c., &c., &c.

#### FIRST FLOOR.

A Public Dining Room capable of dining upwards of 170 persons at the same time.

ONE LARGE BREAKFAST ROOM.

FIVE elegant and beautifully fitted up suite of ROOMS, consisting of a Private DINING ROOM, DRAWING ROOM, CARD ROOM, READING ROOM, and BILLIARD ROOM.

TEN Bed Rooms with a Bathroom to each.

SECOND AND THIRD FLOORS.

Have each 25 lofty, well ventilated and lighted Bed Rooms, opening out to large Verandahs with a commodious Bath Room for each room.

All the Passages and Corridors throughout the premises are wide and well lighted, most of the furniture will be new and made expressly for the climate.

The special attention of Hotel Keepers and others is drawn to the unusual advantages offered.

Tenders to state sum per annum, and to include taxes. No Tender under \$3,500 per annum will be entertained by the Directors.

Hongkong, 16th April, 1883. [292]

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that a GENERAL MEETING OF THE COMPANY will be held at the HONGKONG HOTEL, Hongkong, on SATURDAY, the 5th day of May, 1883, at TWELVE O'CLOCK NOON, when the following Special Resolutions will be proposed:

1.—That the Capital of the HONGKONG HOTEL COMPANY LIMITED, be increased from \$200,000 to \$300,000, by the issue of 1,000 new shares of \$100 each to be issued at par.

2.—That each of the said new shares be paid for by the following calls, that is to say, The sum of \$50 shall be paid in respect of each of the said new shares on the 30th September, 1883, and the balance payable in respect of each of the said new shares shall be paid at such times thereafter, and in such sums any one of which shall not exceed \$25, as the Board of Directors of the Company shall think fit.

3.—That the said new shares be offered in the first instance in such manner, and at such times, as the Board shall think expedient to the persons who shall, on the 30th day of June, 1883, be the registered Holders of the old or present shares, in the proportion of one new share for every two of the said old or present shares, and accepted, or not, within the time limited for that purpose by the Board, and that any new share, or shares, which shall have been offered in manner aforesaid and not accepted within the time limited for that purpose by the Board, shall be disposed of, and allotted, by the Board at such time, to such persons, at such price, upon such terms, as to the amount of dividend to be paid thereon, or otherwise, and generally in such manner and way in every respect as the Board shall in its discretion direct in the interests of the Company.

4.—That subject and without prejudice to any direction of the Board to the contrary made in pursuance of the immediately preceding resolution, holders for the time being of the said new shares shall be entitled, as from the date of the acceptance thereof within the meaning of Regulation No. 10 of the Articles of Association of the Company, to participate in the dividend for the year 1883 to the extent hereinafter mentioned, that is to say,

(a)—They shall not be entitled to receive any part of the dividend distributable in respect of the nine Calendar months ending on the 30th September 1883.

(b)—When and so soon as the dividend for the three Calendar months ending on the 30th September, 1883, shall have been ascertained and become payable in pursuance of the said Articles of Association, it shall be distributed amongst the holders for the time being of the said old or present shares and the holders for the time being of the said new shares in proportion to the number of shares respectively held by them, and the amount of such dividend to be received by the holders for the time being of the said new shares shall be (unless the said new shares have been fully paid up) estimated, not upon the price of issue, nor upon the current market price of the said new shares respectively, but upon the amount which shall, at the time that such dividend



## Commercial.

## THIS DAY.

Nothing of special importance has transpired on the Share Market this morning. Very few sales have taken place, but several changes in the price list have to be noted. Banks are still freely offered at 152 per cent. premium without inducing would-be purchasers to invest. Yangtze Insurances have changed hands at 1025, and more shares could be placed at that figure. China Traders' are in request at 2550. Steamboats have retrograded slightly, and are now on offer at 43 per share premium, without leading to business. Docks have failed to maintain their yesterday's position, sellers ruling the market at 59 per cent. premium. Luzons are out of favor at par.

The only transactions we have heard of this afternoon were a few investments in International Tug of War stock. Owing to the recent satisfactory business with "The Buffs" the "Stars and Stripes" are in good demand, and in several instances, enthusiastic admirers of American pluck and muscle have laid as much as two to one on the all-conquering team of the Richmond. Still in the face of all this confidence, the local talent apparently place every reliance on our well tried guardians of the peace, and notwithstanding their want of training it is expected that Scotia's brawny sons will give a good account of themselves when once well on the rope. When our report left, the office of a vigorous believer in the prowess of the police, to take two to one to "a century" about the local team had not been responded to. Other quotations speak for themselves.

## SHARES.

Hongkong and Shanghai Bank—Ex New Issue—154 per cent. premium.  
 Hongkong and Shanghai Bank—New Issue—152 per cent. premium.  
 Union Insurance Society of Canton—\$750 per share, sellers.  
 China Traders' Insurance Company—\$2,550 per share, buyers.  
 North China Insurance—Tis. 1,900 per share, buyers.  
 Canton Insurance Company, Limited—\$145 per share, sellers.  
 Yangtze Insurance Association—Tis. 1,025 per share, sales and buyers.  
 Chinese Insurance Company—\$215 per share, sellers.  
 On Tai Insurance Company, Limited—Tis. 150 per share.  
 Hongkong Fire Insurance Company—\$1,350 per share, sales and buyers.  
 China Fire Insurance Company—\$365 per share, sales and buyers.  
 Hongkong and Whampoa Dock Company—59 per cent. premium, sellers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$243 per share, premium, sellers.  
 China and Manila Steam Ship Company—122 per share, buyers.  
 Hongkong Gas Company—\$80 per share.  
 Hongkong Hotel Company—\$185 per share, sellers.  
 Indo-China Steam Navigation Company, Limited—2 per cent. prem. sellers.  
 China Sugar Refining Company, Limited—\$200 per share, sellers.  
 China Sugar Refining Company (Debentures)—3 per cent. premium.  
 Luzon Sugar Refining Company, Limited—\$100 per share, sellers.  
 Hongkong Ice Company—\$178 per share, buyers.  
 Hongkong and China Bakery Company, Limited—\$80 per share, buyers.  
 Chinese Imperial Loan of 1878—14 per cent. prem. ex int.  
 Chinese Imperial Loan of 1881—24 per cent. prem.

## EXCHANGE.

ON LONDON.—Bank, T. T. 3/7 1/2  
 Bank Bills, on demand 3/7 1/2  
 Bank Bills, at 30 days' sight 3/7 1/2  
 Bank Bills, at 4 months' sight 3/8  
 Credits, at 1 month's sight 4/58  
 ON HONGKONG.—Bank, T. T. 223 @ 223 1/2  
 ON CALCUTTA.—Bank, T. T. 223  
 ON SINGAPORE.—Bank, T. T. 223  
 Bank, sight 72 1/2  
 Private, 30 days' sight 73

## OPIUM MARKET.—THIS DAY.

NEW MALWA.....per picul, \$530  
 (Allowance, Taels 64.)  
 OLD MALWA.....per picul, \$555  
 (Allowance, Taels 24.)  
 NEW PATNA (first choice) per chest, \$572 1/2  
 NEW PATNA (second).....per chest, \$562 1/2  
 NEW PATNA (without choice) per chest.....\$565  
 NEW PATNA (bottom).....per chest, \$575  
 NEW BENARES.....per chest, \$560  
 OLD BENARES.....per chest, \$550  
 NEW PERSIAN.....per chest, \$370  
 OLD PERSIAN.....per picul, \$390  
 (Allowance, Taels.)

## HONGKONG TEMPERATURE.

(FROM MESSRS. FAIRBANKS & CO.'S REGISTER.)  
 Yesterday.  
 Barometer—5 P.M. 29.970  
 Barometer—4 P.M. 29.960  
 Thermometer—5 P.M. 75  
 Thermometer—4 P.M. 76  
 Thermometer—3 P.M. 76  
 Thermometer—2 P.M. 75  
 Thermometer—1 P.M. 75  
 Thermometer—12 M. 75  
 To-day.  
 Barometer—9 A.M. 30.045  
 Barometer—8 A.M. 30.045  
 Barometer—7 A.M. 30.045  
 Barometer—6 A.M. 30.045  
 Barometer—5 A.M. 30.045  
 Barometer—4 A.M. 30.045  
 Barometer—3 A.M. 30.045  
 Barometer—2 A.M. 30.045  
 Barometer—1 A.M. 30.045  
 Barometer—12 M. 30.045

## Shipping.

## ARRIVALS.

AURORA, British bark, 294, R. Milne, 19th April, from Hongkong, 14th March, Rice and General.—Kang Feng Thy.  
 ELIZABETH, German corvette, Captain Hollmann, 19th April, from Nagasaki 12th April, General.—Remedios & Co.  
 JORGE JUAN, Spanish steamer, 493, Garo, 19th April, from Manila 16th April, General.—Remedios & Co.  
 BELIC, British steamer, 1,716, J. G. Cameron, 20th April, from San Francisco 17th March, and Yokohama 12th April, Mails and General.—O. & S. S. Co.  
 PANDORA, Austro-Hungarian steamer, 2,136, G. Stio, 20th April, from Trieste, and Singapore 13th April, General.—Melchers & Co.  
 EMU, Spanish steamer, 222, A. Rementeria, 20th April, from Manila 17th April, General.—Remedios & Co.  
 SACRAMENTO, American ship, 1,347, J. C. Entwistle, 20th April, from New York 18th Dec., Oil and General.—Melchers & Co.

## CLEARANCES AT THE HARBOUR OFFICE.

Peking, British steamer, for Shanghai.  
 Albatross, British steamer, for Swatow.  
 Thales, British steamer, for Kudat.

## DEPARTURES.

April 19, Denari, British steamer, for Saigon.  
 April 19, Peking, British steamer, for Canton.  
 April 20, Hongkong, British steamer, for Swatow and Bangkok.  
 April 20, Thales, British steamer, for Kudat and Sandakan.  
 April 20, Peking, British steamer, for Shanghai.

## PASSENGERS-ARRIVED.

Per Jorge Juan, str., from Manila.—Messrs. Geo. McRinger, A. Guendy, C. Ingenod, W. Macleay and servant, and 19 Chinese.  
 Per Belic, str., from San Francisco, &c.—Mrs. Thompson, Miss Rikon, Messrs. A. C. Bryer, and J. Bradlee Smith, 3 Europeans, and 114 Chinese in steerage.

## REPORTS.

The British steamship Belic reports left San Francisco on the 17th March at 3.25 p.m.; then, the American had fresh to moderate variable winds and clear weather; thence to Yokohama had fresh to strong variable gales and squally weather. Arrived in Yokohama on the 12th at 6.04 a.m.; thence to Turnabout had fresh to moderate variable winds and weather; thence to port had light Southerly winds and calms. Arrived in Hongkong on the 20th instant at 7.53 a.m., 8 days and 2 hours from Yokohama.

## SHANGHAI SHIPPING.

April—  
 1. Taku, British steamer, from Tientsin.  
 2. Nanjing, British steamer, from Foochow.  
 3. Chin-tung, Chinese steamer, from Tientsin.  
 4. Yeh-shin, Chinese steamer, from Nagasaki.  
 5. Yeh-shin, Chinese steamer, from Tientsin.  
 6. Sual, British steamer, from Hankow.  
 7. Kiang-yung, Chinese str., from Hankow.  
 8. Hsiao-ling, Chinese steamer, from Tientsin.  
 9. Ningpo, British steamer, from Hongkong.  
 10. Kamehaka, Russian str., from Kamau.  
 11. Hsiao-ling, Chinese steamer, from Wuhu.  
 12. Sin Naning, British str., from Tientsin.  
 13. Hing-shing, Chinese str., from Tientsin.  
 14. Kwong-sang, British str., from Hongkong.  
 15. Hiroshima Maru, Japan str., from Japan.  
 16. Ichang, British steamer, from Hankow.  
 17. Patal, Chinese steamer, from Tientsin.  
 18. Kung-wu, British steamer, from Hankow.  
 19. Kiang-ting, Chinese str., from Ningpo.  
 20. Yung-ching, Chinese str., from Tientsin.  
 21. Kiang-ting, Chinese str., from Hankow.  
 22. Brancott, British bark, from Sydney.  
 23. Tunsin, British steamer, from Ningpo.  
 24. Hsiao-ling, Chinese steamer, from F. Chow.  
 25. Shanghai, British steamer, from Hankow.  
 26. Yeh-shin, Chinese steamer, from Hongkong.  
 27. Kwa-hsing, Chinese steamer, from a cruise.  
 28. Wenchow, British steamer, from Tientsin.  
 29. Wuchang, British steamer, from Tientsin.  
 30. Fuh-wu, British steamer, from Hankow.  
 31. Hoihow, British steamer, from Taiwanfoo.  
 32. Gilead, Norwegian bark, from N. Zealand.  
 April—  
 1. W. C. de Vries, British str., from Hankow.  
 2. Kiang-fu, Chinese steamer, from Hankow.  
 3. Fung-shun, Chinese steamer, for Chefoo.  
 4. Chung-king, British steamer, for Chefoo.  
 5. Yung-ning, Chinese steamer, for Wenchow.  
 6. Kwa-hsing, Chinese steamer, for a cruise.  
 7. Pekin, British steamer, for Hankow.  
 8. Hwai-yuen, Chinese str., for Hongkong.  
 9. Fook-sang, British steamer, for Hongkong.  
 10. Taku, British steamer, for Tientsin.  
 11. Yeh-shin, Chinese steamer, for Chefoo.  
 12. Hsiao-ling, Chinese steamer, for Japan.  
 13. Sin Naning, British str., for Chefoo.  
 14. Kiang-teen, Chinese steamer, for Ningpo.  
 15. Tunsin, British steamer, for Hankow.  
 16. Hing-shing, Chinese steamer, for Korea.  
 17. Ningpo, British steamer, for Hongkong.  
 18. Kwong-sang, British steamer, for Hongkong.  
 19. Lusitania, German steamer, for Nagasaki.  
 20. Tunsin, British steamer, for Ningpo.

## Post Office.

## A MAIL WILL CLOSE.

For Shanghai.—Per Peking, to-day, the 20th instant, at 5 P.M.  
 For Swatow.—Per Albatross, to-day, the 20th instant, at 5 P.M.  
 For Straits Settlements.—Per Woosung, to-morrow, the 21st instant, at 11.30 A.M.  
 For Saigon.—Per Yangtze, to-morrow, the 21st instant, at 11.30 A.M.  
 For Amoy, Tamsui, and Taiwan.—Per Hal-long, to-morrow, the 21st instant, at 3.30 P.M.  
 For Swatow, Amoy, & Foochow.—Per Namoa, to-morrow, the 21st instant, at 5 P.M.  
 For Bangkok.—Per Felling, to-morrow, the 21st instant, at 5 P.M.  
 For Saigon, Singapore, Colombo, and Marseilles.—Per Golden, on Monday, the 23rd instant, at 11.30 A.M.  
 For Singapore, Mauritius, and Bombay.—Per Ingo, on Monday, the 23rd instant, at 3.30 P.M.  
 For Amoy and Manila.—Per Emu, on Monday, the 23rd instant, at 4.30 P.M.  
 For Singapore and Mauritius.—Per Brutus, on Monday, the 23rd instant, at 4.30 P.M.  
 For Straits and Bombay.—Per Bangalore, on Tuesday, the 24th instant, at 3.30 P.M.  
 For Saigon.—Per Divona, on Tuesday, the 24th instant, at 4.30 P.M.  
 For Nagasaki.—Per Galle, on Thursday, the 26th instant, at 5 P.M.  
 For Yokohama.—Per Kiva, on Friday, the 27th instant, at 1.30 P.M.  
 For Nagasaki and Kobe.—Per Kwanan, on Friday, the 27th instant, at 3.30 P.M.  
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c., &c.—Per Venice, on Saturday, the 28th instant, at 3.30 P.M.

## SHIPPING IN HONGKONG.

## STEAMERS.

ALBAY, British steamer, 366, F. D. Goddard, 19th April, from Swatow 18th April, General.—D. Laprak & Co.  
 ALBANY, British steamer, 1,488, John Daily, 18th April, from Saigon 14th April, Rice.—Jardine, Matheson & Co.  
 BANGALORE, British steamer, 1,309, Hassall, 13th April, from Yokohama 5th April, General.—P. & O. S. N. Co.  
 DENARTY, British steamer, 1,119, Bottillier, 19th April, from Nagasaki 14th April, Coal.—Gibb, Livingston & Co.  
 BIVOUAC, British steamer, 831, Campbell, 19th April, from Saigon 14th April, Rice.—Tung Kee & Co.  
 BOTHWELL CASTLE, British steamer, 1,653, W. Thomson, 19th April, from Saigon 15th April, Rice.—Adamson, Bell & Co.  
 CHINA, German steamer, 649, H. Schoer, 19th April, from Taiwanfoo 16th April, General.—Yuen Fat Hong.  
 C. T. HOOK, British steamer, 902, W. Jarver, 17th April, from Saigon 12th April, Rice.—Thos. Howard & Co.  
 CONSOLIDATION, British steamer, 764, W. B. Lind-say, 19th April, from Hongkong 10th April, Rice and General.—Jardine, Matheson & Co.  
 ESMERALDA, British steamer, 395, G. Wright, 24th March, from Manila 21st March, General.—Russell & Co.—Kowloon Dock.  
 FAME, British steamer, 117, Stopani, (tug plying) Hongkong and Whampoa Dock Co.  
 FEILUNG, British steamer, 752, W. H. Allison, 17th April, from Bangkok 10th April, General.—Yuen Fat Hong.  
 GAELIC, British steamer, 1,712, W. A. Turpin, 16th April, from San Francisco 6th March, and Yokohama 9th April, General.—O. & S. S. Co.  
 GLENOC, British steamer, 1,901, E. F. Park, 18th April, from Saigon 14th April, Rice.—Jardine, Matheson & Co.  
 HAILONG, British steamer, 277, F. Ashton, 19th April, from Amoy 17th April, and Swatow 18th, General.—D. Laprak & Co.  
 HAINAN, British str., 200, Connor, 15th April, from Haiphong, and Hoihow 14th April, General.—Along.  
 HESPERIA, German steamer, 1,161, Petersen, 14th April, from Saigon 10th April, Rice.—Siemssen & Co.  
 INGO, German steamer, 672, Jorlesien, 10th April, from Newchwang 3rd April, Beans.—Dunn, Melbye & Co.  
 NAMOA, British steamer, 862, Geo. Westoby, 18th April, from Foochow 13th April, Tamsui 14th, Amoy 16th, and Swatow 17th, General.—D. Laprak & Co.  
 SEA-GULL, American steamer, 48, Hayden, Nov. 24th, from China Traders' Insurance Co., Briganza, 10th April, Coal.—Geo. R. Stevens & Co.  
 VORWARTS, German steamer, 611, Brysen, 19th April, from Touron 16th April, Sugar.—Wieler & Co.  
 WOOSUNG, British steamer, 1,109, A. Hunt, 10th April, from Saigon 6th April, Rice.—Butterfield & Swire.  
 YANGTZE, British steamer, 764, D. Casson, 12th April, from Saigon 8th April, Rice.—Sooy Sing.  
 YOTUNG, British steamer, 286, H. Kennatt, June 23rd, from Saigon 19th June, General.—Kwok Achong & Son.

## SAILING VESSELS.

ADDIE CARVER, American bark, 98, Pendleton, 15th April, from Newcastle, N.S.W., 21st Feb., Coals.—Siemssen & Co.  
 ALDEN BESSIE, American bark, A. Noyes, 22nd Dec., from Portland, Oregon 12th Nov., Spars.—Melchers & Co.  
 ANTON GUNTHER, British bark, 441, F. Stein-brugge, 17th April, from Keelung 12th April, Coals.—Melchers & Co.  
 BONITO, German brig, 592, H. Haase, 17th April, from Bangkok 17th March, General.—Wieler & Co.  
 CARNATIC, British bark, 871, Alex. A. McPhail, 27th March, from Newcastle, N.S.W., 1st Jan., Coals.—Captain.—Cosmopolitan Dock.  
 CHANDERNAGOR, Siberian bark, 682, Mercier, 6th Feb., from Manila 27th Jan., Ballast.—Carl-owitz & Co.  
 CYPRUS, British ship, 1,392, Johnson, 11th Jan., from Middlesbro 4th August, Iron.—Russell & Co.  
 C. B. HAZELTINE, American bark, 880, W. Gilkey, 4th Feb., from Rio de Janeiro 9th Oct., Petroleum.—Russell & Co.  
 EATAM, German schooner, 457, R. Hertberg, 6th April, from Gorontalo 1st February, Rattans.—Ghee Cheong Hong.  
 EDDERSIDE, British ship, 1,366, Lane, 20th March, from Newcastle 16th February, Coal.—Borneo Co.  
 ELLEN, British bark, 499, C. Hodge, 4th April, from Newcastle, N.S.W., 16th February, Coals.—Arnhold, Karberg & Co.  
 ERNST, German bark, 664, H. D. Pundt, 25th March, from Shanghai 16th March, General.—Captain.  
 GUARDIAN, American ship, 1,124, Fletcher, 3rd Feb., from Newcastle, N.S.W., 8th Dec., Coals.—Arnhold, Karberg & Co.  
 HECHE, German schooner, 358, W. Ploetz, 23rd March, from Iloilo 9th March, Sapanwood.—Siemssen & Co.  
 HERMANN, German bark, 444, M. Traulsen, 19th April, from Bangkok 24th March, General.—Wieler & Co.  
 JOHN WORSTER, American bark, F. A. Hough-ton, 11th Feb., from Newcastle, N.S.W., 19th Dec., Coal.—Ed. Schellhaus & Co.  
 KEPLER, German bark, 758, G. Oshen, 9th April, from Singapore 27th February, Timber.—Captain.  
 KJODENHAYN, Danish bark, 360, Magloby, 16th April, from Amoy 15th April, Bricks.—Wieler & Co.  
 LOUISA, German 3-m. sch., 245, Schierloch, 2nd Jan., from Whampoa 31st Dec., General.—Ed. Schellhaus & Co.  
 MACARTHY, American ship, 636, A. C. Hansen, 15th April, from Newcastle, N.S.W., 15th Feb., Coal.—Arnhold, Karberg & Co.  
 MARY WHITRIDGE, American ship, 862, Geo. Freeman, 2nd Feb., from New York 14th Sept., Kerosene Oil.—Russell & Co.  
 MERCURY, American ship, 1,150, Panno, 4th March, from Singapore 1st February, Timber.—Chinese.  
 N. THAYER, American bark, 585, Crosby, 1st April, from Newcastle, N.S.W., 17th Jan., Coals.—Ed. Schellhaus & Co.  
 PAPA, German bark, 748, F. H. Bannan, 5th March, from Cronstadt 25th October, Flour.—Siemssen & Co.—Kowloon Dock.  
 PHOENIX, German bark, 683, M. Diewitz, 25th March, from Hamburg 21st Sept., General.—Melchers & Co.  
 PENNOSCOOT, American ship, 1,133, O. G. Eaton, 28th March, from Newcastle, N.S.W., 31st January, Coal.—Russell & Co.  
 PRINCE, British bark, 667, B. Young, 25th March, from Newcastle 8th January, Coal.—Ed. Schellhaus & Co.  
 RAHIER, French bark, 280, S. Swary, 2nd April, from Keelung 29th March, Coals.—Carl-owitz & Co.  
 ROBERT PORTER, American bark, 840, D. C. Nichols, 6th April, from Newcastle, N.S.W., 26th January, Coals.—Russell & Co.  
 SARAH HIGGINS, American ship, 1,118, J. Bass, 9th April, from Iloilo 28th March, Ballast.—Captain.

## HONGKONG SAILING VESSELS.

## (Continued.)

SCHWAN, German brig, 276, T. Schroder, 24th March, from Iloilo 8th March, Wood.—Siemssen & Co.  
 SIR WM. WALLACE, British bark, 968, T. R. Brown, 24th Feb., from Newcastle, N.S.W., 30th Dec., Coal.—Ed. Schellhaus & Co.  
 ST. JEROME, French bark, 383, J. Durand, 2nd April, from Whampoa 1st April, General.—Carl-owitz & Co.  
 SUSAN GILMORE, American ship, 1,207, W. M. Carves, 18th April, from Nagasaki 10th April, Coals.—Captain.  
 WAORLEN, German 3-m. schooner, 179, A. Dill-burn, 31st March, from Whampoa 1st April, General.—Wieler & Co.  
 WANDERING JEW, American ship, 1,668, H. Tal-pay, 26th Feb., from Cardiff 27th October, Coal.—Russell & Co.  
 WANDERING MINSTREL, British bark, 362, W. Swainright, 16th April, from Sydney, N.S.W., 22nd February, Coals.—Dunn, Melbye & Co.  
 WILLIAM MANSON, British bark, 366, H. Kindred, 1st April, from Sydney 9th Feb., Coals.—Russell & Co.

## CANTON.

CHINKIAN, British steamer, 799, S. M. Orr, 17th April, from Shanghai 14th April, General.—Siemssen & Co.  
 PEKING, British str., 934, C. Heuermann, 15th April, from Saigon 11th April, Rice and Paddy.—Chinese.

## AMOY.

In Port on 14th April, 1883.  
 Anna Sieben, German bark, 609 (Paulsen)—Captain.  
 Chloris, German bark, 334 (Matzen)—H. A. Petersen & Co.  
 Emma, German schooner, 220 (Michelsen)—H. A. Petersen & Co.  
 Faugh Balaugh, German 3-m. sch., 220 (Rute)—H. A. Petersen & Co.  
 Juno, German bark, 266 (Nielsen)—Pasdag & Co.  
 Louise, American schooner, 280 (Lawrence)—H. Petersen & Co.  
 Milton, Norwegian bark, 465 (Kroger)—Boyd & Co.  
 Orient, German bark, 461 (W. G. Reder)—H. A. Petersen & Co.  
 Rachel, British bark, 282 (Affleck)—Boyd & Co.  
 Tetuan, British bark, 437 (Hyne)—Pasdag & Co.  
 Velocity, British bark, 490 (H. Martin)—Pasdag & Co.

## FOOCHOW.

In Port on 9th April, 1883.  
 Peter, German schooner, 307 (Moller)—Chinese.

## SHANGHAI.

In Port on 12th April, 1883.  
 Anglo-Indian, British bark, 444 (Graham)—Drysdale, Ringer & Co.  
 Brunette, British bark, 374 (Turnhill)—Morris & Co.  
 Chihaya Maru, Japanese bark, 441 (Kawaoka)—M. B. Kaisha.  
 Ching-tung, Chinese bark, 472 (Taylor)—C. M. S. N. Co.  
 Gilead, Norwegian bark, 437 (Harter)—Butterfield & Swire.  
 G. H. Wappaus, German bark, 538 (Boysen)—Meyenick & Co.  
 J. S. Stone, American bark—Captain.  
 Kolga, British bark, 359 (Ketel)—Nils Moller.  
 Kolga, German bark, 540 (Lorne Bang)—Russell & Co.  
 M. Wenckelman, American sch., 505 (Obers)—J. B. Mull & Co.  
 Fear, American bark, 536 (Howes)—Chapman, King & Co.  
 Peiho, German bark, 433 (Lambke)—Chapman, King & Co.  
 Queen of India, British bark, 389 (Inokay)—H. Hewitt & Co.  
 Rosa Madre, Italian bark, 911 (Ottone)—Max. Slevogt.  
 Stout, Norwegian bark, 581 (Hennester)—Siemssen & Co.  
 Tyburnia, British bark, 948 (Chalmers)—Adamson, Bell & Co.

## NAGASAKI.

In Port on 14th April, 1883.  
 Kozaki Maru, Japanese ship, 400 (Christensen)—M. B. M. Co.  
 North Empire, British bark (Dinsmore)—Holme, Ringer & Co.

## YOKOHAMA.

In Port on 4th April, 1883.  
 Ada, British schooner, 73 (Goldie)—H. Cook.  
 Adela, Russian schooner, 50 (Isaacson)—F. Retz.  
 A. Cashman, Russian schooner, 50 (Stenberg)—F. Retz.  
 Alex. American schooner, 50 (Carlson)—H. Cook.  
 Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.  
 Black Diamond, German bark, 670 (Boyd)—P. Bohm.  
 Bothwell Castle, British ship, 553 (Pomney)—Walsh, Hall & Co.  
 Chocoma, American ship, 1,663 (Lockie)—C. Illies & Co.  
 Continental, American ship, 1,712 (Clark)—C. & J. Trading Co.  
 Diana, American schooner, 75 (Peterson)—Cap-tain.  
 Earl Granville, British schooner, 1,198 (Ray-nolds)—Fraser & Co.  
 Ellen, American schooner, 113 (Abbott)—D. Carroll & Co.  
 E. von Beaulieu, German bark, 336 (Getting)—Grosser & Co.  
 E. T. Crowley, American bark, 1,137 (Pendleton)—Fraser & Co.  
 Felix, Russian schooner, 65 (Stenberg)—Captain.  
 Helena, American schooner, 40 (Blasch)—M. Ginsbury.  
 H. Bremer, German bark, 322 (Bremer)—Chi-nese.  
 Lizzie, American schooner, 60 (Abbott)—D. Car-roll & Co.  
 M. C. Bohm, German schooner, 56—P. Bohm.  
 Missa, American schooner, 36 (E. Pearce)—Captain.  
 Osmo, American schooner, 51 (W. Hardy)—Snow & Co.  
 Otter, American schooner, 56 (Littlejohn)—J. E. Collyer & Co.  
 Rose, American schooner, 40 (Wilson)—W. Copeland.  
 Rose, American schooner, 72 (Brassey)—M. Gins-bury.  
 Sophie, Russian brig, 330 (P. Lemacheff)—F. Retz.  
 Stella, Russian schooner, 40 (Isaacson)—F. Retz.  
 Telemachus, British ship, 1,354 (Cann)—Cor-ries & Co.  
 Undisputed, American ship, 1,764 (Hamilton)—C. & J. Trading Co.  
 Vigilant, American ship, 1,800 (Gould)—Fraser & Co.  
 Zephyr, British schooner, 250 (Ewan)—P. Hod-son.

## HER BRITANNIC MAJESTY'S SHIPS.

## IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Higgs, Amoy.  
 Audacious, double-screw iron frigate, Captain R. E. Tracy, Amoy.  
 Champion, corvette, 14 guns, Captain Russell S. G. Pasley, Singapore.  
 Cleopatra, corvette, 14 guns, Captain Hippley, Hongkong.  
 Curacoa, corvette, 14 guns, Captain Anstruther, Hongkong.  
 Daring, composite sloop, 4 guns, Commander F. J. J. Elliott, Kobe.  
 Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.  
 Flying Fish, sloop, 4 guns, Lieut.-Commander Hoskey, en route to Korea.  
 Fly, double-screw gun-vessel, 4 guns, Comman-der J. Hope, Singapore.  
 Foxhound, gunboat, 4 guns, Lieut.-Commander McQuinn, Sandakan.  
 Kestrel, double-screw gun-vessel, 4 guns, Com-mander E. Hotham, Shanghai.  
 Linnet, British gunboat, Commander G. P. Har-ris, Shanghai.  
 Magpie, surveying vessel, 4 guns, Hongkong.  
 Midge, double-screw gun-vessel, in reserve, Hongkong.  
 Moorhen, gunboat, 4 guns, Lieut.-Commander J. H. Corfe, Korea.  
 Pegasus, sloop, 6 guns, Commander Bickford, Amoy.  
 Sheldrake, gunboat, 4 guns, Lieut.-Commander M. Bridges, Yokohama.  
 Swift, double-screw gun-vessel, 5 guns, Comman-der Collins, Hongkong.  
 Tweed, double-screw gunboat, 3 guns, in reserve, Hongkong.  
 Victor Emanuel, receiving ship, 20 guns, Com-mander Cuming, Hongkong.  
 Vigilant, paddle despatch-vessel, 2 guns, Lieut.-Commander C. Lindsay, Hongkong.  
 Wivern, turret-ship, 4 guns, in reserve, Hong-kong.  
 Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Tientsin.

## FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Chefoo.  
 Alert, American corvette, 4 corvette, Commander Kempff, Kobe.  
 Aragon, Spanish frigate, Don Jose K. Higuero, Hongkong.  
 Duke of Edinburgh, Russian ironclad, Captain de Giers, Shanghai.  
 Elizabeth, German corvette, 15 guns, Captain Hollmann, Hongkong.  
 Ernak, Russian transport, Captain Koltchan, Nagasaki.  
 Gornostai, Russian gunboat, 7 guns, Commander Stark, Vladivostok.  
 Ilits, German gunboat, 8 guns, Commander Klaus, Hongkong.  
 Kersaint, French corvette, Commander Beaumont, Tonquin.  
 Lutin, French gunboat, 4 guns, Commander Rouvier, Tonquin.  
 Monocory, American gunboat, 6 guns, Comman-der C. S. Cotton, Swatow.  
 Merga, Russian gunboat, 7 guns, Commander Tatarinoff, Japan.  
 Nerpa, Russian gunboat, 7 guns, Commander Valodoff, Nagasaki.  
 Palos, American gunboat, 6 guns, Lieutenant-Commander Green, Hongkong.  
 Richmond, American frigate, 14 guns, Captain Skerrett, Hongkong.  
 Sobol, Russian gunboat, 7 gunboat, Commander Iloye, Vladivostok.  
 St. Petersburg, Russian transport, 6 guns, Cap-tain Sidenner, Vladivostok.  
 Stosch, German corvette, 19 guns, Captain Buchholz, Hongkong.  
 Tamega, Portuguese gunboat, Commander da Costa Cabral, Macao.  
 Tongous, Russian gunboat, Commander Heck, Singapore.  
 Victorieuse, French frigate, 14 guns, Captain de la Baile, Tonquin.  
 Villars, French corvette, 15 guns, Captain M. Dewatre, Tonquin.  
 Vostock, Russian gunboat, 4 guns, Commander Molchonsky, Japan.  
 Wolf, German gunboat, 4 guns, Commander von Raven, Hongkong.

## CANTON GUNBOAT SQUADRON.

An-lan, Viceroy's gunboat, 7 guns, Lin Kuo Chang, Hongkong.  
 Chee-ching, Revenue cruiser, 2 guns, Chinese Captain, Canton.  
 Chen-to, Viceroy's gunboat, 7 guns, J. Stewart, Canton.  
 Chen-jui, Revenue cruiser, 3 guns, Chinese—Hongkong.  
 Ching-on, Revenue cruiser, 2 guns, Chung Wing Pal, Canton.  
 Ching-ting, Viceroy's gunboat, 4 guns, F. Hes-tard, Hongkong.  
 Chop-chang, Revenue cruiser, Li Tack Ming, Canton.  
 Chup-sai, Viceroy's gunboat, Chang, on a cruise.  
 Hai-ching-ching, Revenue cruiser, 3 guns, Wu Jui Chang, Hongkong.  
 Hai-ling-ching, Viceroy's gunboat, 3 guns, Chen Ling Chieh, Hongkong.  
 Hoi-tung, Viceroy's gunboat, Leung Yiu Ting, Canton.  
 Hua-shan, Viceroy's gunboat, 2 guns, H. J. Fauch, Canton.  
 Li-shi, Revenue cruiser, 3 guns, Chinese, Canton.  
 Peng-shao-hai, Revenue cruiser, 4 guns, Chow Shih, Hongkong.  
 Quang-on, Viceroy's gunboat, 4 guns, Li Ping Te, Canton.  
 Shen-chi, Revenue cruiser, 3 guns, San Teng Tai, Hongkong.  
 Sui-ting, Viceroy's gunboat, 4 guns, J. B. Murray, Hai Ling Shan.  
 Tching-on, Viceroy's gunboat, 3 guns, Chinese Admiral, Hogue Fort.  
 Tching-po, Viceroy's gunboat, 3 guns, Chang Bogue Fort.  
 Tching-tung, Revenue cruiser, 3 guns, Chin Ti Ho, West Coast.  
 Tsiang-po, Viceroy's gunboat, 6 guns, Ai Gai-tsun, Canton.  
 Yik-shi, Viceroy's gunboat, 3 guns, Chinese—Canton.  
 Yu-min, Viceroy's gunboat, 5 guns, J. M. Mearns, Canton.

## Intimations.